

Copyrights
W. G. DOOLITTLE
PATENT ATTORNEY
Park Bldg., Pittsburgh, Pa.

AGED MT. PLEASANT WOMAN INSTANTLY KILLED ON TROLLEY

Not Known Whether She Died From Friction or Was Struck.

WAS ON WAY TO GROCERY STORE

Venerable Lady Had Been Affectionately Known as "Granny"—Her Tragic Death Mourned by Entire Mt. Pleasant Community.

Mrs. Margaret Stulten, aged 80 years, was killed on the West Penn street car tracks near Mount Pleasant Wednesday afternoon. The aged woman, who was on her way to a grocery store, stepped on the car tracks just as the heavy car in charge of Motorman Albert Durec, running down a grade, was within a few feet of her. It is believed that she struck Mrs. Stulten, whose body was taken from beneath the front end of the car.

It is a possibility, however, that she was struck by the car. The body was taken to the home of her daughter, Mrs. Emma Fuller, four sisters, Wilda, Ruth, Elizabeth and May, and two brothers, Walter and Charles. Funeral services will be held Saturday at the Upper Middletown Methodist Episcopal church.

Fuller is survived by his mother, Mrs. Emma Fuller, four sisters, Wilda, Ruth, Elizabeth and May, and two brothers, Walter and Charles. Funeral services will be held Saturday at the Upper Middletown Methodist Episcopal church.

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UPPER MIDDLETOWN MAN KILLED IN DETROIT

Wendell Fuller, a Motorman, Supposed to Have Been Killed in Collision.

A telegram to James Reed of Vanderbilt, yesterday from Detroit, carried the news that Wendell Fuller, aged 33, of Upper Middletown, had lost his life in a trolley accident. Fuller was employed as a motorman by a Detroit traction company and it is thought that he lost his life in a collision. The telegram was sent by Walter Fuller, a brother of the dead man. He will bring the body back today. The telegram stated that Fuller was hurt at 7 o'clock and that he died at 9 o'clock.

Wendell Fuller lived in Upper Middletown and was well known here. His uncle, Frank Reed, is a resident of the West Side. He had worked for a number of years for the Union Supply Company at Blinn, Juniata and other coke region points. He had also been in the employ of the Keiser Coal Company at Upper Middletown.

The deceased, while in the employ of the Union Supply Company, fell in health and left for the west. He had been in the employ of the Detroit Traction Company for about a year. Last spring his brother, Walter, left for Detroit and entered the employ of the traction company. Both were employed as motormen.

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STATE AGENT ISSUES WARNING AGAINST INFECTED CANINES

Still Danger, Although Many Have Been Shot or Quarantined.

AN EPIDEMIC IS THREATENED

Gettysburg Dog, Which Bit South Connelville Girl, Has Not Yet Been Captured—State Quarantine Is Feared.

Dr. F. N. Sherrick, agent of the State Livestock and Sanitary Board, today issued an emphatic warning to all persons to use every precaution to prevent being bitten by dogs infected with rabies. The unusually large number of cases of rabies, recently, has caused considerable concern, and, although many dogs have either been quarantined or shot, there is still danger of a further spread of the epidemic because it has been impossible to ascertain where the Gettysburg dog, which bit a girl of South Connelville, was taken from Sunday evening to Tuesday. Rabid dogs have been known to travel 30 miles a day and it is impossible to tell how much territory was covered by the Gettysburg dog or how many other dogs were bitten. Dogs which came in contact with the Gettysburg dog only during a period of about two hours, have been quarantined.

It has developed now, it is said, that a young niece of Gettysburg and his son also were bitten by the dog.

A further outbreak of rabies will be followed by a state quarantine on all dogs, extending over a period of 100 days, said Sherrick. The state authorities have expressed concern over the number of mad dogs recently and have advised the local veterinarian to exercise due caution.

The placing of a state quarantine on dogs would include all hunting dogs and would embarrass greatly the local hunters who lie themselves to the woods occasionally during the hunting season.

Such a quarantine was exercised here a few years ago but some complaints were lodged regarding its enforcement and Sherrick said that, should a quarantine be necessary this year, he would demand that a representative of the state board be sent here to enforce quarantine regulations and to kill all dogs running at large.

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TO HOLD 19 MORE DRILLS TO GET FEDERAL ALLOWANCE

Improvements at the Armory for the Winter Season are Planned by Officers.

Following a discontinuance of drills for over a month, Company D will start last week on a series of drills so that the Federal allowance can be obtained. According to the ruling, it is necessary to have 25 men and an officer present at 24 drills. The local company has been holding such drills since the 19th of August. In the past, under Captain A. R. Kidd, the company has been holding drills to go to the Redmore range so that the shooting standard of the company may be raised. Several improvements at the armory for the winter season are planned.

OFFICERS BREAK UP JOBO KEG PARTY IN SOUTH SIDE

Two members of "Party" Locked Up in Cages for 72 Hours.

Policemen Wednesday broke up a "jobo party" at the old Cresson works in the South Side, arrested two members of the party and locked them up in the city cages. Complaints were made to the officers that the party was creating a big disturbance and that some residents were afraid to leave their homes. Chief George Heitzel and Officer John A. Lowe interrupted the party and caused the arrests. The two prisoners were given 72 hours in the lockup by Burgess Evans at the hearing yesterday evening.

BURGLARS GET SILVERWARE.

Robbers in Home of Mrs. Johnson, on Francis Avenue.

When Mrs. Johnson, colored, returned to her home on Francis avenue Wednesday evening after attending a picnic, she found that burglars had forced an entrance into the building and had stolen some silverware and a lock. The robbery was reported to the police. There is no clue as to the identity of the burglars.

Returning to the kitchen at her home on North Fifth street after an absence of some five minutes, Mrs. Johnson discovered that an alarm clock on a shelf in the kitchen had been stolen. It is thought that the same thief who entered the Johnson home on Johnston avenue was responsible for the theft.

BYRNER DIES IN HOSPITAL.

Successors to Liver Disorder in Uniontown Last Night.

George Byrner, aged 45 years, died Wednesday in the Uniontown hospital of cirrhosis of the liver. The body was brought to Connelville this afternoon and removed to Federal Director C. C. Mitchell's parlors and prepared for burial. Notice of funeral later.

Mr. Byrner was a son of the late Mr. and Mrs. William Harrison Byrner and was born in Connelville. For years he clerked in Huston's drug store. He is survived by two brothers, Joseph and William Byrner of Connelville, and a sister, Mrs. Jennie Dodd of Texas.

FORMER CONNELLSVILLE MAN DEAD.

James Elford, a former Connelville resident, died Thursday in a Pittsburgh hospital following an operation for an abscess of the brain. Mr. Elford was a son of George Elford, a former well known West Side resident. His widow survives. Two brothers, Edward Elford, and a sister, Mrs. Sallie Sullivan, of Ohio, also survive.

LEADS NATION.

NOTICE IS HEREBY GIVEN THAT the first and final account of William A. Edmonson, formerly of Connelville, Pa., deceased, has been filed in the probate court of the county of Adams, Pa., on the 22nd day of September, A. D. 1912, and will be confirmed and allowed unless cause be shown to the contrary. Probate court, Adams county, Pa., August 6, 1912. WILLIAM McCLINTOCK, Probate Judge.

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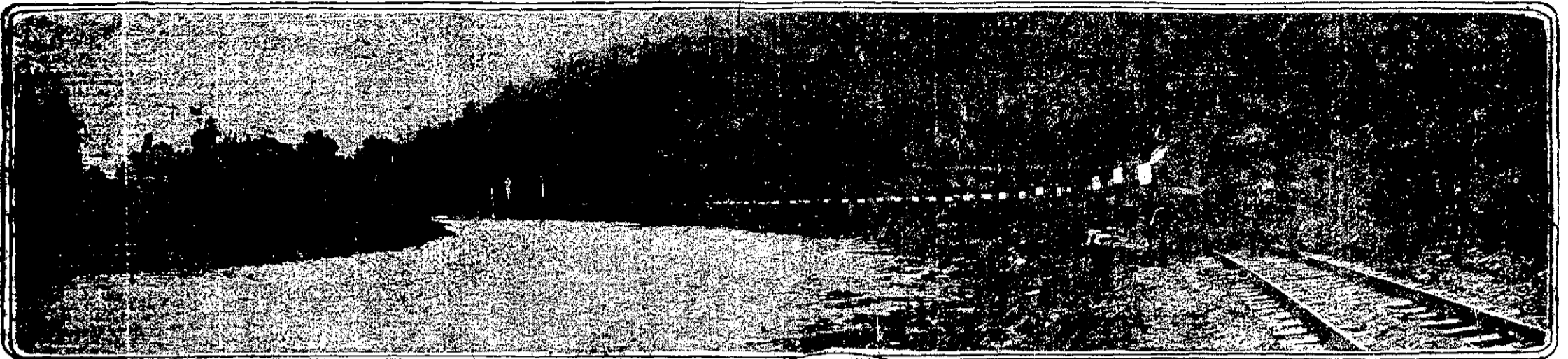
REGISTER AND CLERK'S NOTICE.

The following Executors, Administrators, Guardians and Trustees have settled their respective accounts in the office of the Register and Clerk of Orphan's Court and the same will be presented for confirmation to the Orphan's Court of Fayette County at the Court House, Uniontown, Pa., Monday, September 2, 1912.

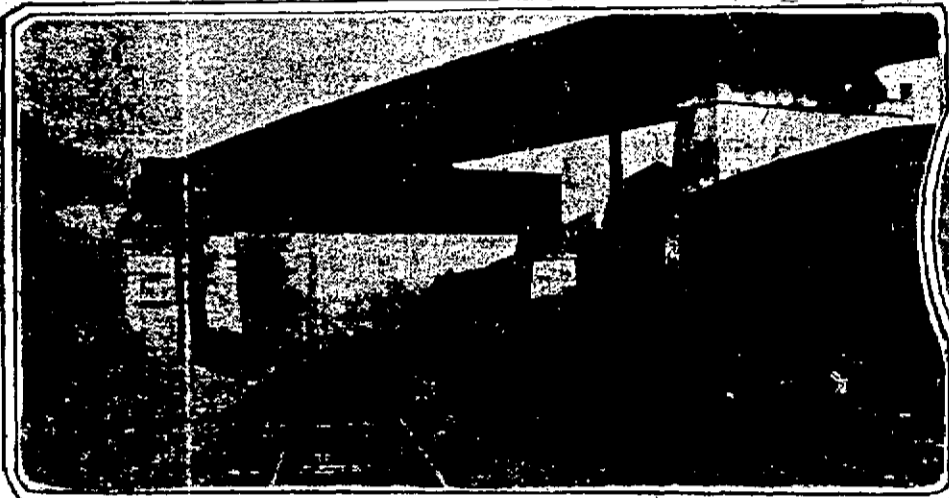
1—	Richard A. Patton	Yahel I. Foley, executors	May 31, 1912
2—	Katherine Fork	Albert O. Kock, executor	June 17, 1912
3—	William Connelly	Richard A. Patton, executor	June 17, 1912
4—	Elizabeth A. Sheppard	Edward Ramsler, administrator, et al.	June 15, 1912
5—	James C. Sheppard, deceased	M. D. Vernon, trustee	July 1, 1912
6—	James C. Sheppard, deceased	M. D. Vernon, administrator	July 1, 1912
7—	James C. Sheppard, deceased	T. Jefferson Farr, administrator	July 9, 1912
8—	Elizabeth Mack, executrix	Elizabeth Mack, executrix	July 15, 1912
9—	Alexander C. Sheppard, guardian	Alexander C. Sheppard, guardian	July 18, 1912
10—	John W. Mann, administrator	John W. Mann, administrator	July 18, 1912
11—	John W. Mann, administrator	J. P. Store, executor	July 29, 1912
12—	Charles A. Younk, administrator	Charles A. Younk, administrator	July 29, 1912
13—	James R. Polk, administrator	James R. Polk, administrator	July 29, 1912
14—	Charles C. Criss, executor and trustee	Charles C. Criss, executor and trustee	July 29, 1912
15—	Peter A. Johns, trustee	Peter A. Johns, trustee	July 30, 1912
16—	Smith S. Crawford, administrator	Smith S. Crawford, administrator	July 31, 1912
17—	John W. Thompson, executor	John W. Thompson, executor	July 31, 1912
18—	Walter H. Hupp, administrator	Walter H. Hupp, administrator	August 1, 1912
19—	George W. and James O. Springer, executors	George W. and James O. Springer, executors	July 31, 1912
20—	George W. and James O. Springer, trustees	George W. and James O. Springer, trustees	July 31, 1912
21—	Edward H. Hupp, administrator	Edward H. Hupp, administrator	August 1, 1912
22—	John Collins, executor	John Collins, executor	August 1, 1912
23—	Lee Smith, administrator	Lee Smith, administrator	August 1, 1912
24—	Lee Smith, administrator	Lee Smith, administrator	August 1, 1912
25—	Augustus M. Lamm, executor	Augustus M. Lamm, executor	August 1, 1912
26—	John H. S. administrator et al.	John H. S. administrator et al.	August 1, 1912
27—	John A. King, administrator	John A. King, administrator	August 1, 1912
28—	R. W. Bowson, executor	R. W. Bowson, executor	August 1, 1912
29—	Wm. J. New, administrator	Wm. J. New, administrator	August 1, 1912
30—	Lucette Field, administratrix	Lucette Field, administratrix	August 1, 1912
31—	Jacob M. Guldager, administratrix	Jacob M. Guldager, administratrix	August 1, 1912
32—	Charles W. Semmon, guardian	Charles W. Semmon, guardian	August 1, 1912
33—	William Larson, administrator	William Larson, administrator	August 1, 1912

CHARLES C. SCHOVER,Register and Clerk of Orleans Court, Pineau, La., August 1, 1912

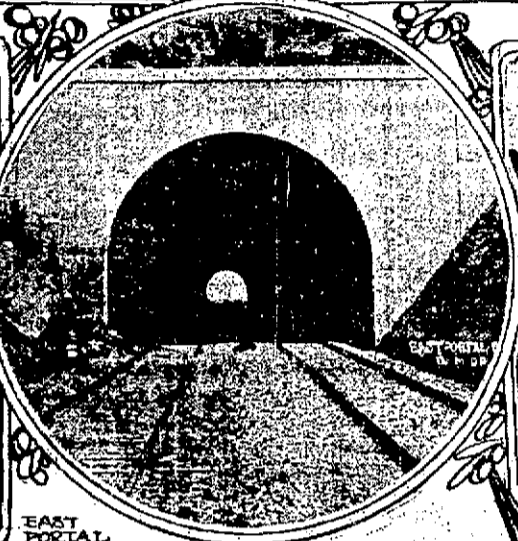
Along the Western Maryland Extension---Views Giving Some Idea as to Extent and Excellence of Engineering Work



PANORAMIC VIEW OF THE FIRST PITTSBURGH DISPATCH FAST FREIGHT SENT OVER THE EXTENSION



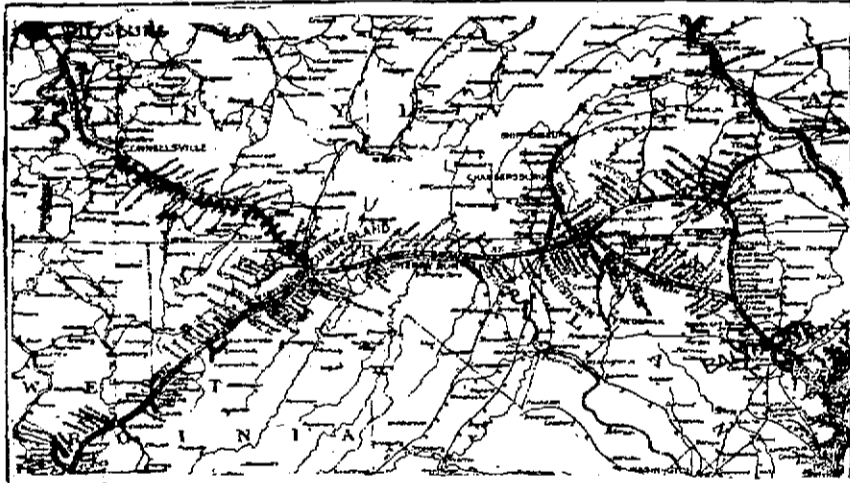
CROSSING ANOTHER ROAD



EAST PORTAL BORDEN TUNNEL



MUCH CONCRETE WAS USED



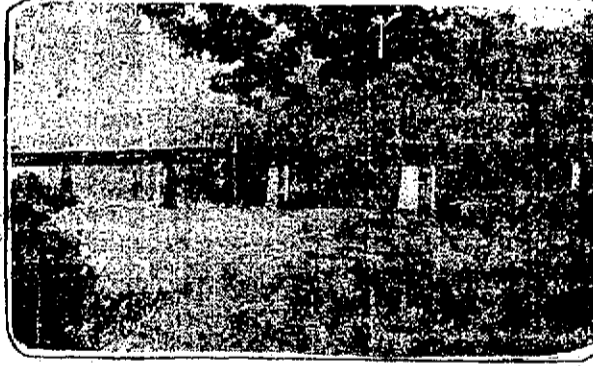
FROM PITTSBURGH TO TIDEWATER VIA THE WESTERN MARYLAND. CROSSED LINE REPRESENTS EXTENSION JUST COMPLETED



THE CURVES ARE EASY



SALTSBURG VIADUCT



ONE OF THE BRIDGES



GEORGE'S CREEK JUNCTION

PITTSBURGH'S NEW OUTLET IMPRESSES

W. M. Extension Solves Problem That Long Impeded Competition.

POINTS ABOUT THE ROUTE

The Pittsburgh Dispatch Fast Freight Wins Instant Favor With Shippers in This District—Taps Vast Coal and Coke Fields.

Courtesy Pittsburgh Dispatch.

Since the initial train on the Pittsburgh Dispatch Fast Freight line of the combined New York Central and Western Maryland railroads made a spectacular run to New York from McKeesport, hauling 50 cars of pipe from the National Tube Works, shippers and railway projectors and investors have been busy renewing discussions of this new route to the seaboard in all its phases. One group has found profit in reciting the philosophy of railway unification to accomplish an evident proposition.

For instance, it is noteworthy that a certain railroad entering Pittsburgh seems to wither and fail of its fruition, once regarded as auspicious, and all manifestly because of its inability to connect with the industries of this region. It seems to have permitted itself to be isolated, while yet encompassed by roads that ought to be competitors, but which do not admit of rivalry from it. The alliance between the New York Central lines and the Western Maryland routes, made possible by completion of the extension from Connellsville to Cumberland, is deemed the solution of the problem confronting a fresh candidate for transportation to furnish direct connection with industrial plants.

This fast freight route offers many advantages, and they do not rest for basis upon mere boom & nervousness nor on publicity agents and professions.

al barkers. The Western Maryland taps the vast coal and coke fields of West Virginia and its equally immense lumber areas, all intimately associated in ownership or usufruct with Pittsburgh. Its Maryland sections run through a richly endowed agricultural territory, where the mountain peach and apple flourish. On the road are great quarries of limestone, utilized as fluxes in steel production. Along its northern branch, in the Blue Ridge-Pen Mar region, are mountain resorts where Philadelphians and Baltimoreans of millions have built their multitudinous bungalows. Then York, Pennsylvania, the third city of the Commonwealth in manufactures, is reached along the old Thaddeus Stevens "Tape Worm" line. The historic Gettysburg battlefield is also on the way. Access to these freight productive areas is now available by regularly-scheduled trains affording fast service to the seaboard, at Baltimore and in New York. The passenger service will be inaugurated within a few weeks.

What Boosters Proclaim. The facilities provided by the Cumberland extension do not alone contribute an additional outlet for Pittsburgh products, but enable shippers into this region of needed elements of manufacture. Another extension at Carlisle, across the Potomac, strikes a new limestone deposit. Along the West Virginia line a "next-morning" delivery is furnished, and all through the territory traversed is a marvelous network of diversified manufactures, providing an inter-State commerce of vast possibilities. There is glass sand as another product demanding transportation. To adopt two stolen railroad phrases, the boosters of the road proclaim that it is the "High line of excellence—the skyline of prominence."

Into Baltimore the distance is 215 miles, as against 227 by the Baltimore & Ohio, and 228 by the Pennsylvania. Into New York it is 484 miles, as against 515 by the Baltimore & Ohio, but the Pennsylvania beats it by 45 miles, for there is no detour.

The new outlet will also give to Pittsburgh another express company, the American, which, conforming to recent Inter-State Commerce Commission regulations, may furnish genuine competitive rates. Much is expected from the oyster trade, with Baltimore as its emporium, where also are the great canning factories. The managers

of the Western Maryland in the Oriole City have made many improvements in terminal stations, storage warehouses and delivery depots for less than carloads, within the busiest portions of the city. The facilities for handling freight at tide-water, assigned to ports in every clime, have been lavishly provided.

Low Mountain Grade. The new freight line has established offices in New York, Philadelphia, Pittsburgh, Baltimore, Cleveland, Chicago and St. Louis. In fact, there are two other freight lines connected with the Western Maryland system, the Erie Dispatch going over the Erie, and the Southern States Dispatch line. J. T. Hendricks is freight traffic manager with offices in Baltimore; W. A. Cox, one of the best known and most popular of railroad men, is general freight agent, with offices at 111-12 Park Building, Pittsburgh, having M. E. Jacobs as general agent here.

During the construction of the Western Maryland extension from Connellsville to Cumberland engineers the country over gave it much attention. It crosses the Allegheny Mountains with a maximum grade of 42 feet to the mile, which an engineering authority states is the lowest grade of any line crossing these mountains. So much of the detail of construction of this road has been printed in these columns that repetition is needless. The equipment is of the finest, and the masonry work of the solidest. The McClintic-Marshall Company of Pittsburgh fabricated and erected the steel used. There are several tunnels, one, the Big Savage, 3,300 feet long. There are some extensive cuts.

Quick Construction Work. The longest viaduct crosses the Casselman River, 77 feet above it, and running 1,905 feet. The viaduct is made up of a series of steel towers resting on concrete pedestals and supporting deck girders of alternate 30 and 60 feet spans. Work on the extension was started July 1, 1910, and thus just two years have been required to complete the 87 miles between Connellsville and Cumberland.

In the Fifth Avenue window of the general offices of the Pittsburgh & Lake Erie Railroad, Pittsburgh, there has been displayed for some days a fine panoramic picture of the first train over the Pittsburgh Dispatch route, speeding on its way around a curve, double-headed for New York, with huge placards flapping in the wind

while announcing the whither and whence of the 1,200 tons of pipes aboard the 50 cars. Ever since the fast freight line has had a busy and regular patronage from shippers as if it were long established. By letter and personal visits the office force is kept occupied by queries as to rates and facts.

SPEED INDICATORS PLACED ON ALL B. & O. ENGINES

President Daniel Willard Has New Safety Device to Prevent "Speeding."

Speed indicators have been installed on all Baltimore & Ohio engines to prevent the engineers from "cutting loose" their trains to make up lost time. The indicators were installed at the instance of President Daniel Willard and by their use the engineers can maintain a uniform rate of speed, operate trains within the limits of safety and with greater degree of comfort to the travelers, say the railroad officials.

The dial of the speed indicator is in full view of the engineer, so that he may know the speed of his train at all times. The recorder registers on paper charts the speed of the train and at the end of the run the paper tapes are checked up at the superintendent's office.

In this way a record is kept of the speed at which the train was operated over each section of the road. Speed limits are fixed at the engineering department denoting the maximum number of miles an hour a train may be run. Engineers are instructed accordingly and are not permitted to exceed the prescribed speed.

MEYERSDALE DAMS ARE SAFE. SAYS STATE ENGINEER

Being Built by Western Maryland Railroad and Sand Spring Water Companies.

MEYERSDALE, Aug. 17.—Charles B. Ryder, assistant engineer of the State Water Supply Commission, after making an inspection of the dams being constructed on the Flaugher creek and Stumm run, east of Meyersdale, returned to Harrisburg yesterday, leaving the full assurance that there will be no danger of floods, saying that even if there would be any danger of their breaking the volume water released from each would not be sufficient to cause much more than a ripple by the time it reached Meyersdale.

The dams are being built by the Western Maryland Railroad Company and by the Sand Spring Water company. As to the sanitary condition of the Stumm run reservoir, after its completion, Mr. Ryder had nothing to say, stating that that was exclusively under the jurisdiction of the State Health Department.

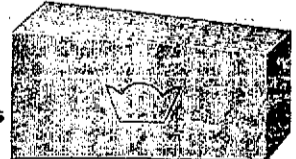
There has been considerable talk about the "snake pond" that the Water company is constructing on Stumm run, averring that the water will not be fit to drink. To the contrary, the company holds that the water will be as good as any that has been furnished heretofore.

Cumberland Mill to Resume. Men have been ordered to report at the N. & G. Taylor Tin Plate Mill at Cumberland to report for the resumption of work August 25. Many improvements have been made at the plant.

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